

# AMONG THE NAVAJO AGENT'S CAPTURE

Deputy U. S. Marshal Gregory Describes Fort Defiance Affair.

(Phoenix Republican.)

Walter Gregory, deputy United States marshal, returned home yesterday morning from a trip of two or three weeks that took him all over northern Arizona. He had various missions in various places and on one of them he found himself in the midst of an incident that looked very like the days of old when there really was a frontier line in Arizona. This incident has been referred to briefly in the northern papers and some of them coupled Mr. Gregory's name with the story in an official capacity. He had nothing to do with it, however, except that he was there and saw what was going on.

It was the case of the trouble on the Navajo reservation between the agent at Fort Defiance, R. Perry, and a number of recalcitrant braves. Agent Perry had occasion to visit an outlying Indian settlement and when he took there a number of the redskins took him prisoner, holding him captive for a short time. Mr. Perry never flinched, proceeding to explain to his captors that while they had him temporarily it was only for a short time and that whatever they might do to him would avail them little for in the end they would have the whole government to resist. A fact the older heads appreciated very fully. His talk went and they liberated him, thinking they had better patch the thing up before it went too far. As soon as Mr. Perry got back to the agency he wired to Fort Wingate for a troop of cavalry. The soldiers arrived at Fort Defiance the evening before Mr. Gregory got there. The troops are now busy rounding up the bad men who will be given such punishment as is deemed to fit their crimes.

Various newspaper stories were telegraphed that gave wrong impressions, though they were fully warranted at the time. Though it did not materialize there was considerable fear of an outbreak and should one really occur it might prove serious, for the Navajo number about 20,000 and they might kill somebody before they were subdued. But those who understand the situation say there is no fear of a general uprising and the worst that may happen will be individual cases of devilry by the chiefs and designing youths of the tribe. The entire tribe is more prosperous now than it has been for years. There are fewer blankets now being made than usual for wool is so high many of the Indians have sold the raw wool rather than to manufacture it. They have therefore more money and more provisions than usual and less work to do than usual and the same old adage about Satan finding something for idle hands applies to the Indian as well as the paleface. The prevailing weakness of all Indians is a love of firewater. With their prosperity there are more opportunities for securing it and the government has not always been successful in catching and punishing offenders, all of which makes the situation more complicated.

Mr. Gregory's trip to Fort Defiance was for the arrest of an Indian who wears with pride the very authentic name of Roan Horse, the charge being that he had supplied his fellow tribesmen with liquor. He was arrested and tried but could not be convicted. He did not deny that his friends had drunk his whiskey but he claimed that he was not instrumental in giving it to them and was powerless to keep it from them. He had secured whiskey, where he wouldn't disclose, nor how, so there was no action against his accomplice. But having secured what he wanted himself he went to his bogan, filling himself up until he was helpless and probably almost speechless. There was still a bottle there when a number of his tribesmen passed that way, and according to custom, without even being asked, they helped themselves to Roan Horse's liquor and joined him in his big drink. The action against him was dismissed.

Mr. Gregory says that all the mountain country in the north is covered with snow.

# ARIZONA RAILROADS: RATE QUESTION.

(Copper Era.)

There has been some discussion of late among the newspapers of Arizona that are not subsidized by the railroads in regard to a rate commission. The Tucson Post states that a railroad commission was once created and existed in this territory, and that it was the most abject and pitiful failure imaginable. This is in accord with the idea recently suggested by the Era that the people have little to expect from any creation of the legislature of Arizona, for the reason that the railroad influence is most powerful, and in the past, at least, the legislature has been under the magnetic spell of the railroads. Of course, if a commission could be created, composed of honorable men, it would be possible to secure relief, but the people themselves, who are vitally interested in the matter, seem to take no interest in the election of men to the legislature who are free from railroad influence. We have recently had two shining illustrations of what liberal management and reasonable rates will do. When Phelps Dodge became disgusted with the treatment of the S. P. and built their road from Bisbee to El Paso, they immediately put on a much lower freight rate than the one then in effect over the S. P. This new rate, with good service and liberal treatment, at once brought new energy and life to all Cochise county. They made a rate on ore from Tombstone to El Paso of \$1.50 per ton, which enabled the companies to convert their old dumps into cash and to renew operations in the mines. They not only made a rate on ores, but on all commodities, and they put coal and coke into Douglas at prices that gave the smelters there

an opportunity to compete with El Paso. Since the advent of the Phelps Dodge road into Cochise county that section has prospered as no other part of the great west. When Phelps Dodge became largely interested at Globe they went to the president of the Gila Valley railroad and demanded a living rate over the road. The management knew that they meant business and the rate was made. Up to that time Globe had been a dead camp, and the railroad, while making money in a small way, was in a wretched condition. Since then all has changed. Globe has more than doubled in population, and the railroad, instead of running a mixed train once a day, now has a passenger train and is running from two to four freight trains a day. A rate has been made which allows ores to be shipped in from Bisbee, which are needed for smelting purposes, and the output has more than trebled within a year and the camp has not fairly started. It seems that what Phelps Dodge can do for themselves the people of Arizona, through the legislature and courts ought also to be able to do. In other words, if Phelps Dodge can compel a railroad company to make a decent and living freight rate, which has brought new energy and vitality to an entire county, then certainly a legislature could do the same, provided the members are honest and not under corporate influence. If the same rates which Phelps Dodge have forced from the Gila Valley road could be made on all lines Arizona would soon be the most prosperous country on the face of God's green earth, and instead of having a few straggling camps scattered over the territory, we would have dozens and dozens of towns rapidly growing into cities, and Arizona would at once take the proud position at the head of all the states as a copper producer, and she would not be far behind in the output of gold, silver and agriculture. Instead of the farmers being compelled to haul their hay to town in wagons, they could load it into the cars at the depot, at a rate cheaper than they could afford to haul it. Some railroads claim that they have made Arizona what she is, but this is not true. Had the railroads given the territory a square deal ten or fifteen years ago, the population of Arizona would be many times more than what it is at present.

# May Build Electric Line.

For the past two weeks the Detroit Copper Company has had a corps of engineers in the field in the Colorado mountains and around Metcalf, and the general supposition is that the company will soon commence the construction of an electrical line from Gold Gulch into the Metcalf country. During the past two years the company has purchased many mining claims in that section which are being developed with good results, and it is only reasonable to suppose that the company will connect the mines with their plant at Morenci. The Era has no definite information in regard to this new enterprise on the part of the Detroit company, but it is certain that these surveys mean something pretty good for the Metcalf country—Copper Era.

# The Orient Road.

Having completed the location of the Orient line from Minaca in Chihuahua to Topolobampo, on the Pacific coast, the engineers have returned to the city of Chihuahua. Between Tascates and Cieneguita alternate lines have been located on the two sides of the mountains. Otherwise the survey is final.

The distance between Topolobampo and Minaca is 560 kilometers. From the former point 120 kilometers have been built and from the latter point 64 kilometers have been built westward. A large force of men is working on the construction and fair progress is being made.

# SHOT IN BACK AT GILA BEND.

Ed Mullen, a Stockman, Brought to the County Hospital Tuesday.

Ed Mullen was brought to Phoenix Tuesday with a bullet hole in his back. He was accompanied by Deputy Sheriff Williams of Gila Bend, where the shooting took place about 11 o'clock on Saturday night. Mullen had been without any medical attendance since the shooting, as there is at present no doctor at Gila Bend. It is not known who did the shooting, says the Republican, but it is thought that it was done by a Mexican or an Indian, without any provocation of which Mullen is aware.

Mullen lives at Riverside, Cal., where he has a wife and two children. He is a stock man in a small way, and had been buying horses in the vicinity of Gila Bend and had sent one car for Douglas on Saturday night, and it was while waiting for the train that the shooting occurred. Immediately after he was shot the train passed along.

Mullen had been drinking a little, but he said he no trouble with any. He was walking back and forth along the track when he heard the crack of a revolver behind him and at the same instant felt a sharp pain in his back. He was without money, and therefore it was necessary to bring him to the county hospital.

The wound looks as if it had been made with a cheap revolver, probably of the bulldog pattern, with a large caliber. It is thought that the bullet is lodged in the back. Mullen is unable to walk, from which circumstance it is surmised that the spine is affected. The wound will not likely prove fatal unless in the event of blood poisoning, which, owing to the long neglect of the wound, is not improbable. Mullen is about twenty-five years of age.

In other words, John Sharpe Williams insists that it is not his fault that the President is a Democrat on the question of railway rates.

# SULTAN HONORS WOMAN.

Washington, Dec. 16.—The sultan of Turkey has conferred a decoration on Mrs. Willis S. Parks, daughter of Senator Bacon of Georgia.

Senator Bacon passed through Washington several days ago on his way from New York to his home in Macon, Ga., after an extensive tour of foreign countries, during which he visited Constantinople and received from the sultan the decoration of Mrs. Parks. The order of which the senator's daughter is made a member is said to be the same as that with which Mrs. Robert Golet of New York was decorated a year or two ago by the ruler of Turkey.

Senator Bacon made a visit in Constantinople this summer as the guest of Minister Leishman at the American legation. During his stay he was invited to the palace for an audience with the sultan. Conversation between the American legislator and his regal host was carried on by means of an interpreter. In the course of the interview the sultan expressed his desire to confer an honorable decoration on the senator himself, but was informed that the United States government forbade its officials accepting decorations from foreign governments. The sultan then suggested that the decoration be conferred on the senator's daughter. Mr. Bacon accepted the honor.

In addition to the decoration, Senator Bacon received also from the sultan two handsome china vases as gifts for Mrs. Bacon and the senator's other daughter, Mrs. J. Manley Curry of Macon. The decoration is in the form of a parchment document and was brought to this country by the senator in a heavily sealed case. Senator Bacon took it and the other gifts with him to Macon.

The conferring of the honor on Mrs. Parks is of particular interest, owing to the fact that Senator Bacon is a member of the foreign relations committee of the senate.

# MINING APPLICATION NO. 7

United States Land Office, Phoenix, Arizona, October 16, 1905. Notice is hereby given that R. A. Bretherton et al., of Bisbee, Arizona, have made application for patent to the Arizona No. 3, Arizona No. 2 and Arizona No. 4 lodes, Mineral Survey No. 2172, situated approximately in T. 23 S. R. 24 E. G. & S. R. B. & M. in Warren Mining District, Cochise County, described as follows: Arizona No. 3: Beginning at cor. No. 1, whence U. S. M. No. 1, 1/2 sec. 30, T. 23 S. R. 24 E. G. & S. R. B. & M. 115.7 ft. to cor. No. 2, whence U. S. M. No. 1, 1/2 sec. 30, T. 23 S. R. 24 E. G. & S. R. B. & M. 137.1 ft. to cor. No. 3, whence U. S. M. No. 1, 1/2 sec. 30, T. 23 S. R. 24 E. G. & S. R. B. & M. 109.2 ft. to cor. No. 4, whence U. S. M. No. 1, 1/2 sec. 30, T. 23 S. R. 24 E. G. & S. R. B. & M. 78.2 ft. to cor. No. 5, whence U. S. M. No. 1, 1/2 sec. 30, T. 23 S. R. 24 E. G. & S. R. B. & M. 56.1 ft. to cor. No. 6, whence U. S. M. No. 1, 1/2 sec. 30, T. 23 S. R. 24 E. G. & S. R. B. & M. 51.4 ft. to cor. No. 7, whence U. S. M. No. 1, 1/2 sec. 30, T. 23 S. R. 24 E. G. & S. R. B. & M. 65.5 ft. to cor. No. 8, whence U. S. M. No. 1, 1/2 sec. 30, T. 23 S. R. 24 E. G. & S. R. B. & M. 51.1 ft. to cor. No. 9, whence U. S. M. No. 1, 1/2 sec. 30, T. 23 S. R. 24 E. G. & S. R. B. & M. 72.9 ft. to cor. No. 10, whence U. S. M. No. 1, 1/2 sec. 30, T. 23 S. R. 24 E. G. & S. R. B. & M. 35.6 ft. to cor. No. 11, whence U. S. M. No. 1, 1/2 sec. 30, T. 23 S. R. 24 E. G. & S. R. B. & M. 8.1 ft. to cor. No. 12, whence U. S. M. No. 1, 1/2 sec. 30, T. 23 S. R. 24 E. G. & S. R. B. & M. 109.2 ft. to cor. No. 13, whence U. S. M. No. 1, 1/2 sec. 30, T. 23 S. R. 24 E. G. & S. R. B. & M. 51.1 ft. to cor. No. 14, whence U. S. M. No. 1, 1/2 sec. 30, T. 23 S. R. 24 E. G. & S. R. B. & M. 72.9 ft. to cor. No. 15, whence U. S. M. No. 1, 1/2 sec. 30, T. 23 S. R. 24 E. G. & S. R. B. & M. 52.9 ft. to cor. No. 16, whence U. S. M. No. 1, 1/2 sec. 30, T. 23 S. R. 24 E. G. & S. R. B. & M. 149.7 ft. to cor. No. 17, whence U. S. M. No. 1, 1/2 sec. 30, T. 23 S. R. 24 E. G. & S. R. B. & M. 149.7 ft. to cor. No. 18, whence U. S. M. No. 1, 1/2 sec. 30, T. 23 S. R. 24 E. G. & S. R. B. & M. 149.7 ft. to cor. No. 19, whence U. S. M. No. 1, 1/2 sec. 30, T. 23 S. R. 24 E. G. & S. R. B. & M. 149.7 ft. to cor. No. 20, whence U. S. M. No. 1, 1/2 sec. 30, T. 23 S. R. 24 E. G. & S. R. B. & M. 149.7 ft. to cor. No. 21, whence U. S. M. No. 1, 1/2 sec. 30, T. 23 S. R. 24 E. G. & S. R. B. & M. 149.7 ft. to cor. No. 22, whence U. S. M. No. 1, 1/2 sec. 30, T. 23 S. R. 24 E. G. & S. R. B. & M. 149.7 ft. to cor. No. 23, whence U. S. M. No. 1, 1/2 sec. 30, T. 23 S. R. 24 E. G. & S. R. B. & M. 149.7 ft. to cor. No. 24, whence U. S. M. No. 1, 1/2 sec. 30, T. 23 S. R. 24 E. G. & S. R. B. & M. 149.7 ft. to cor. No. 25, whence U. S. M. No. 1, 1/2 sec. 30, T. 23 S. R. 24 E. G. & S. R. B. & M. 149.7 ft. to cor. No. 26, whence U. S. M. No. 1, 1/2 sec. 30, T. 23 S. R. 24 E. G. & S. R. B. & M. 149.7 ft. to cor. No. 27, whence U. S. M. No. 1, 1/2 sec. 30, T. 23 S. R. 24 E. G. & S. R. B. & M. 149.7 ft. to cor. No. 28, whence U. S. M. No. 1, 1/2 sec. 30, T. 23 S. R. 24 E. G. & S. R. B. & M. 149.7 ft. to cor. No. 29, whence U. S. M. No. 1, 1/2 sec. 30, T. 23 S. R. 24 E. G. & S. R. B. & M. 149.7 ft. to cor. No. 30, whence U. S. M. No. 1, 1/2 sec. 30, T. 23 S. R. 24 E. G. & S. R. B. & M. 149.7 ft. to cor. No. 31, whence U. S. M. No. 1, 1/2 sec. 30, T. 23 S. R. 24 E. G. & S. R. B. & M. 149.7 ft. to cor. No. 32, whence U. S. M. No. 1, 1/2 sec. 30, T. 23 S. R. 24 E. G. & S. R. B. & M. 149.7 ft. to cor. No. 33, whence U. S. M. No. 1, 1/2 sec. 30, T. 23 S. R. 24 E. G. & S. R. B. & M. 149.7 ft. to cor. No. 34, whence U. S. M. No. 1, 1/2 sec. 30, T. 23 S. R. 24 E. G. & S. R. B. & M. 149.7 ft. to cor. No. 35, whence U. S. M. No. 1, 1/2 sec. 30, T. 23 S. R. 24 E. G. & S. R. B. & M. 149.7 ft. to cor. No. 36, whence U. S. M. No. 1, 1/2 sec. 30, T. 23 S. R. 24 E. G. & S. R. B. & M. 149.7 ft. to cor. No. 37, whence U. S. M. No. 1, 1/2 sec. 30, T. 23 S. R. 24 E. G. & S. R. B. & M. 149.7 ft. to cor. No. 38, whence U. S. M. No. 1, 1/2 sec. 30, T. 23 S. R. 24 E. G. & S. R. B. & M. 149.7 ft. to cor. No. 39, whence U. S. M. No. 1, 1/2 sec. 30, T. 23 S. R. 24 E. G. & S. R. B. & M. 149.7 ft. to cor. No. 40, whence U. S. M. No. 1, 1/2 sec. 30, T. 23 S. R. 24 E. G. & S. R. B. & M. 149.7 ft. to cor. No. 41, whence U. S. M. No. 1, 1/2 sec. 30, T. 23 S. R. 24 E. G. & S. R. B. & M. 149.7 ft. to cor. No. 42, whence U. S. M. No. 1, 1/2 sec. 30, T. 23 S. R. 24 E. G. & S. R. B. & M. 149.7 ft. to cor. No. 43, whence U. S. M. No. 1, 1/2 sec. 30, T. 23 S. R. 24 E. G. & S. R. B. & M. 149.7 ft. to cor. No. 44, whence U. S. M. No. 1, 1/2 sec. 30, T. 23 S. R. 24 E. G. & S. R. B. & M. 149.7 ft. to cor. No. 45, whence U. S. M. No. 1, 1/2 sec. 30, T. 23 S. R. 24 E. G. & S. R. B. & M. 149.7 ft. to cor. No. 46, whence U. S. M. No. 1, 1/2 sec. 30, T. 23 S. R. 24 E. G. & S. R. B. & M. 149.7 ft. to cor. No. 47, whence U. S. M. No. 1, 1/2 sec. 30, T. 23 S. R. 24 E. G. & S. R. B. & M. 149.7 ft. to cor. No. 48, whence U. S. M. No. 1, 1/2 sec. 30, T. 23 S. R. 24 E. G. & S. R. B. & M. 149.7 ft. to cor. No. 49, whence U. S. M. No. 1, 1/2 sec. 30, T. 23 S. R. 24 E. G. & S. R. B. & M. 149.7 ft. to cor. No. 50, whence U. S. M. No. 1, 1/2 sec. 30, T. 23 S. R. 24 E. G. & S. R. B. & M. 149.7 ft. to cor. No. 51, whence U. S. M. No. 1, 1/2 sec. 30, T. 23 S. R. 24 E. G. & S. R. B. & M. 149.7 ft. to cor. No. 52, whence U. S. M. No. 1, 1/2 sec. 30, T. 23 S. R. 24 E. G. & S. R. B. & M. 149.7 ft. to cor. No. 53, whence U. S. M. No. 1, 1/2 sec. 30, T. 23 S. R. 24 E. G. & S. R. B. & M. 149.7 ft. to cor. No. 54, whence U. S. M. No. 1, 1/2 sec. 30, T. 23 S. R. 24 E. G. & S. R. B. & M. 149.7 ft. to cor. No. 55, whence U. S. M. No. 1, 1/2 sec. 30, T. 23 S. R. 24 E. G. & S. R. B. & M. 149.7 ft. to cor. No. 56, whence U. S. M. No. 1, 1/2 sec. 30, T. 23 S. R. 24 E. G. & S. R. B. & M. 149.7 ft. to cor. No. 57, whence U. S. M. No. 1, 1/2 sec. 30, T. 23 S. R. 24 E. G. & S. R. B. & M. 149.7 ft. to cor. No. 58, whence U. S. M. No. 1, 1/2 sec. 30, T. 23 S. R. 24 E. G. & S. R. B. & M. 149.7 ft. to cor. No. 59, whence U. S. M. No. 1, 1/2 sec. 30, T. 23 S. R. 24 E. G. & S. R. B. & M. 149.7 ft. to cor. No. 60, whence U. S. M. No. 1, 1/2 sec. 30, T. 23 S. R. 24 E. G. & S. R. B. & M. 149.7 ft. to cor. No. 61, whence U. S. M. No. 1, 1/2 sec. 30, T. 23 S. R. 24 E. G. & S. R. B. & M. 149.7 ft. to cor. No. 62, whence U. S. M. No. 1, 1/2 sec. 30, T. 23 S. R. 24 E. G. & S. R. B. & M. 149.7 ft. to cor. No. 63, whence U. S. M. No. 1, 1/2 sec. 30, T. 23 S. R. 24 E. G. & S. R. B. & M. 149.7 ft. to cor. No. 64, whence U. S. M. No. 1, 1/2 sec. 30, T. 23 S. R. 24 E. G. & S. R. B. & M. 149.7 ft. to cor. No. 65, whence U. S. M. No. 1, 1/2 sec. 30, T. 23 S. R. 24 E. G. & S. R. B. & M. 149.7 ft. to cor. No. 66, whence U. S. M. No. 1, 1/2 sec. 30, T. 23 S. R. 24 E. G. & S. R. B. & M. 149.7 ft. to cor. No. 67, whence U. S. M. No. 1, 1/2 sec. 30, T. 23 S. R. 24 E. G. & S. R. B. & M. 149.7 ft. to cor. No. 68, whence U. S. M. No. 1, 1/2 sec. 30, T. 23 S. R. 24 E. G. & S. R. B. & M. 149.7 ft. to cor. No. 69, whence U. S. M. No. 1, 1/2 sec. 30, T. 23 S. R. 24 E. G. & S. R. B. & M. 149.7 ft. to cor. No. 70, whence U. S. M. No. 1, 1/2 sec. 30, T. 23 S. R. 24 E. G. & S. R. B. & M. 149.7 ft. to cor. No. 71, whence U. S. M. No. 1, 1/2 sec. 30, T. 23 S. R. 24 E. G. & S. R. B. & M. 149.7 ft. to cor. No. 72, whence U. S. M. No. 1, 1/2 sec. 30, T. 23 S. R. 24 E. G. & S. R. B. & M. 149.7 ft. to cor. No. 73, whence U. S. M. No. 1, 1/2 sec. 30, T. 23 S. R. 24 E. G. & S. R. B. & M. 149.7 ft. to cor. No. 74, whence U. S. M. No. 1, 1/2 sec. 30, T. 23 S. R. 24 E. G. & S. R. B. & M. 149.7 ft. to cor. No. 75, whence U. S. M. No. 1, 1/2 sec. 30, T. 23 S. R. 24 E. G. & S. R. B. & M. 149.7 ft. to cor. No. 76, whence U. S. M. No. 1, 1/2 sec. 30, T. 23 S. R. 24 E. G. & S. R. B. & M. 149.7 ft. to cor. No. 77, whence U. S. M. No. 1, 1/2 sec. 30, T. 23 S. R. 24 E. G. & S. R. B. & M. 149.7 ft. to cor. No. 78, whence U. S. M. No. 1, 1/2 sec. 30, T. 23 S. R. 24 E. G. & S. R. B. & M. 149.7 ft. to cor. No. 79, whence U. S. M. No. 1, 1/2 sec. 30, T. 23 S. R. 24 E. G. & S. R. B. & M. 149.7 ft. to cor. No. 80, whence U. S. M. No. 1, 1/2 sec. 30, T. 23 S. R. 24 E. G. & S. R. B. & M. 149.7 ft. to cor. No. 81, whence U. S. M. No. 1, 1/2 sec. 30, T. 23 S. R. 24 E. G. & S. R. B. & M. 149.7 ft. to cor. No. 82, whence U. S. M. No. 1, 1/2 sec. 30, T. 23 S. R. 24 E. G. & S. R. B. & M. 149.7 ft. to cor. No. 83, whence U. S. M. No. 1, 1/2 sec. 30, T. 23 S. R. 24 E. G. & S. R. B. & M. 149.7 ft. to cor. No. 84, whence U. S. M. No. 1, 1/2 sec. 30, T. 23 S. R. 24 E. G. & S. R. B. & M. 149.7 ft. to cor. No. 85, whence U. S. M. No. 1, 1/2 sec. 30, T. 23 S. R. 24 E. G. & S. R. B. & M. 149.7 ft. to cor. No. 86, whence U. S. M. No. 1, 1/2 sec. 30, T. 23 S. R. 24 E. G. & S. R. B. & M. 149.7 ft. to cor. No. 87, whence U. S. M. No. 1, 1/2 sec. 30, T. 23 S. R. 24 E. G. & S. R. B. & M. 149.7 ft. to cor. No. 88, whence U. S. M. No. 1, 1/2 sec. 30, T. 23 S. R. 24 E. G. & S. R. B. & M. 149.7 ft. to cor. No. 89, whence U. S. M. No. 1, 1/2 sec. 30, T. 23 S. R. 24 E. G. & S. R. B. & M. 149.7 ft. to cor. No. 90, whence U. S. M. No. 1, 1/2 sec. 30, T. 23 S. R. 24 E. G. & S. R. B. & M. 149.7 ft. to cor. No. 91, whence U. S. M. No. 1, 1/2 sec. 30, T. 23 S. R. 24 E. G. & S. R. B. & M. 149.7 ft. to cor. No. 92, whence U. S. M. No. 1, 1/2 sec. 30, T. 23 S. R. 24 E. G. & S. R. B. & M. 149.7 ft. to cor. No. 93, whence U. S. M. No. 1, 1/2 sec. 30, T. 23 S. R. 24 E. G. & S. R. B. & M. 149.7 ft. to cor. No. 94, whence U. S. M. No. 1, 1/2 sec. 30, T. 23 S. R. 24 E. G. & S. R. B. & M. 149.7 ft. to cor. No. 95, whence U. S. M. No. 1, 1/2 sec. 30, T. 23 S. R. 24 E. G. & S. R. B. & M. 149.7 ft. to cor. No. 96, whence U. S. M. No. 1, 1/2 sec. 30, T. 23 S. R. 24 E. G. & S. R. B. & M. 149.7 ft. to cor. No. 97, whence U. S. M. No. 1, 1/2 sec. 30, T. 23 S. R. 24 E. G. & S. R. B. & M. 149.7 ft. to cor. No. 98, whence U. S. M. No. 1, 1/2 sec. 30, T. 23 S. R. 24 E. G. & S. R. B. & M. 149.7 ft. to cor. No. 99, whence U. S. M. No. 1, 1/2 sec. 30, T. 23 S. R. 24 E. G. & S. R. B. & M. 149.7 ft. to cor. No. 100, whence U. S. M. No. 1, 1/2 sec. 30, T. 23 S. R. 24 E. G. & S. R. B. & M. 149.7 ft. to cor. No. 101, whence U. S. M. No. 1, 1/2 sec. 30, T. 23 S. R. 24 E. G. & S. R. B. & M. 149.7 ft. to cor. No. 102, whence U. S. M. No. 1, 1/2 sec. 30, T. 23 S. R. 24 E. G. & S. R. B. & M. 149.7 ft. to cor. No. 103, whence U. S. M. No. 1, 1/2 sec. 30, T. 23 S. R. 24 E. G. & S. R. B. & M. 149.7 ft. to cor. No. 104, whence U. S. M. No. 1, 1/2 sec. 30, T. 23 S. R. 24 E. G. & S. R. B. & M. 149.7 ft. to cor. No. 105, whence U. S. M. No. 1, 1/2 sec. 30, T. 23 S. R. 24 E. G. & S. R. B. & M. 149.7 ft. to cor. No. 106, whence U. S. M. No. 1, 1/2 sec. 30, T. 23 S. R. 24 E. G. & S. R. B. & M. 149.7 ft. to cor. No. 107, whence U. S. M. No. 1, 1/2 sec. 30, T. 23 S. R. 24 E. G. & S. R. B. & M. 149.7 ft. to cor. No. 108, whence U. S. M. No. 1, 1/2 sec. 30, T. 23 S. R. 24 E. G. & S. R. B. & M. 149.7 ft. to cor. No. 109, whence U. S. M. No. 1, 1/2 sec. 30, T. 23 S. R. 24 E. G. & S. R. B. & M. 149.7 ft. to cor. No. 110, whence U. S. M. No. 1, 1/2 sec. 30, T. 23 S. R. 24 E. G. & S. R. B. & M. 149.7 ft. to cor. No. 111, whence U. S. M. No. 1, 1/2 sec. 30, T. 23 S. R. 24 E. G. & S. R. B. & M. 149.7 ft. to cor. No. 112, whence U. S. M. No. 1, 1/2 sec. 30, T. 23 S. R. 24 E. G. & S. R. B. & M. 149.7 ft. to cor. No. 113, whence U. S. M. No. 1, 1/2 sec. 30, T. 23 S. R. 24 E. G. & S. R. B. & M. 149.7 ft. to cor. No. 114, whence U. S. M. No. 1, 1/2 sec. 30, T. 23 S. R. 24 E. G. & S. R. B. & M. 149.7 ft. to cor. No. 115, whence U. S. M. No. 1, 1/2 sec. 30, T. 23 S. R. 24 E. G. & S. R. B. & M. 149.7 ft. to cor. No. 116, whence U. S. M. No. 1, 1/2 sec. 30, T. 23 S. R. 24 E. G. & S. R. B. & M. 149.7 ft. to cor. No. 117, whence U. S. M. No. 1, 1/2 sec. 30, T. 23 S. R. 24 E. G. & S. R. B. & M. 149.7 ft. to cor. No. 118, whence U. S. M. No. 1, 1/2 sec. 30, T. 23 S. R. 24 E. G. & S. R. B. & M. 149.7 ft. to cor. No. 119, whence U. S. M. No. 1, 1/2 sec. 30, T. 23 S. R. 24 E. G. & S. R. B. & M. 149.7 ft. to cor. No. 120, whence U. S. M. No. 1, 1/2 sec. 30, T. 23 S. R. 24 E. G. & S. R. B. & M. 149.7 ft. to cor. No. 121, whence U. S. M. No. 1, 1/2 sec. 30, T. 23 S. R. 24 E. G. &amp